TRUCK, AIRCRAFT CARGO LOADING/UNLOADING
60,000 POUND CAPACITY
TYPE A/S 32H-23

DRIVING A LOADER OFF A LOW BOY OR FLATBED TRAILER

CAUTION

The loader will be in the air transport configuration when shipped by truck. The bogies are rotated so the tires are inboard. With the tires inboard, they will strike parts of the chassis when steering unless the suspension is raised enough for the tires to clear.

1. Position flatbed at ramp or remove gooseneck from low boy. Use appropriate material or furnished ramps at lip of low boy. It is recommended the ramp at the lip be at least 18 inches wide to prevent damage to components mounted to the hubs.

2. Remove tiedowns from loader. Attempting to perform any of the following steps with a tiedown attached will cause damage to the loader's hydraulic system.

3. Refer to the enclosed illustration of the loader instrument/control panel.

4. Start the engine. (31) In order for the starter to work, the parking brake (48) must be on, the mode selector (29) in drive, and the drive selector (30) in neutral. Allow the engine to idle for at least five minutes to warm up. Verify oil pressure (39) and air pressure (33 and 34). Air pressure is required for brakes.

5. Turn mode selector (29) to SPNSN.

6. Raise the suspension by pushing both the front and rear suspension switches (15 & 18) forward. Raise the suspension enough to clear the chassis from the blocks. To reduce the possibility of damage to hub mounted components, it is recommended that the chassis be raised no more than necessary to remove the blocks until off the trailer. However, it must be driven straight off the trailer as steering may cause contact between the tires and the chassis.

7. Place the drive selector (30) to forward or reverse as appropriate and the mode selector (29) to drive. Release the parking brake (48).

8. Drive the loader straight until clear of the trailer, select suspension mode (29), and raise the suspension (15 &18) until the tires clear the tube guards on the inner chassis members. This will allow steering without damaging the tires or the loader. Do not raise the chassis to the full up position.

9. Return the mode selector to drive and control loader speed with accelerator.

10. To park the loader, set the parking brake (48), place the mode selector (29) to Drive, and the drive selector (30) to neutral. Turn the ignition switch (31) to off.

Driving a Loader to dockside or onto a RORO

CAUTION

The Loader steering is such that, to make a left turn, the front two axles turn to the left and the rear two turn to the right. While this gives it excellent cornering capability, it also leads to significant "swing" of the rear, as much as six feet on hard turns. Allow plenty of clearance and use spotters when maneuvering in congested places.

1. Verify the suspension is raised high enough for the tires to clear the tube guards on the inner chassis rails.

2. Check parking brake (48) set, mode selector (29) in drive, and drive selector (30) in neutral.

3. Start the engine (31). Allow the engine to idle for at least five minutes to warm up. Verify oil pressure (39) and air pressure (33 and 34). Air pressure is required for brakes.

4. If suspension is not high enough for tires to clear tube guards, raise suspension by changing the mode selector switch (29) to SPNSN and simultaneously pushing up the front and rear suspension switches (15 & 18). When correct suspension height is reached, return mode selector switch to drive.

5. Place drive selector (30) to FWD, release parking brake, and control loader speed with accelerator.

6. The front suspension switch (18) controls the front two axle lines, and the rear switch (15) controls the rear three. Front and rear suspensions can be adjusted independently to provide clearance on ramps as necessary. Do not lower either front or rear enough to cause tire interference with chassis parts.

7. After positioning loader on RORO, turn mode selector to SPNSN, raise front and rear suspension to full height, then lower two inches. Apply parking brake (48), return mode selector to Drive, and turn ignition (31) off.

8. Remove nut and bolt from 10 isolation valves (see illustration) located in front of each bogie. Rotate the valve to the closed position and reinstall nut and bolt.

SLINGING

See transportability data plate located rear left side of loader on hydraulic tank

1. Check parking brake (48) set, mode selector (29) in drive, and drive selector (30) in neutral.

2. Start the engine (31).

3. Set mode selector (29) to SPNSN, and activate front and rear suspension switches (15 & 18) to raise suspension to full height, then lower two inches. Apply parking brake (48) and turn ignition (31) off.

4. Locate sling lift points (see data plate) and unfold catwalks above lift points. At the front, two catwalks must be unfolded to insure sling clearance.

5. At front, remove one roller tray to provide access to lift points on each side. At rear, remove two roller trays each side and remove latch bracket by removing four screws. Put screws back in holes and securely stow brackets and roller trays on deck.

6. Attach 300 inch slings as shown on data plate. If front sling is shortened to 287 inches, loader will lift in level attitude. Otherwise it will lift approximately 6 feet nose down and swing to the rear as lifted and to the front as set down.

7. After loader is tied down, remove nut and bolt from 10 isolation valves (see illustration) located in front of each bogie. Rotate the valve to the closed position and reinstall nut and bolt.

OFFLOADING

1. Before attempting to offload a RORO, ensure the 10 isolation valves are returned to the open position (see illustration). The suspensions will not function properly if the loader is driven with the isolation valves closed. Follow procedures above for starting and driving the loader.

2. After offloading by sling, ensure the 10 isolation valves are returned to the open position (see illustration). The suspensions cannot be adjusted to lower the chassis onto blocks on a truck if the isolation valves are closed. Follow procedures above to drive loader to marshalling area or onto trailer.

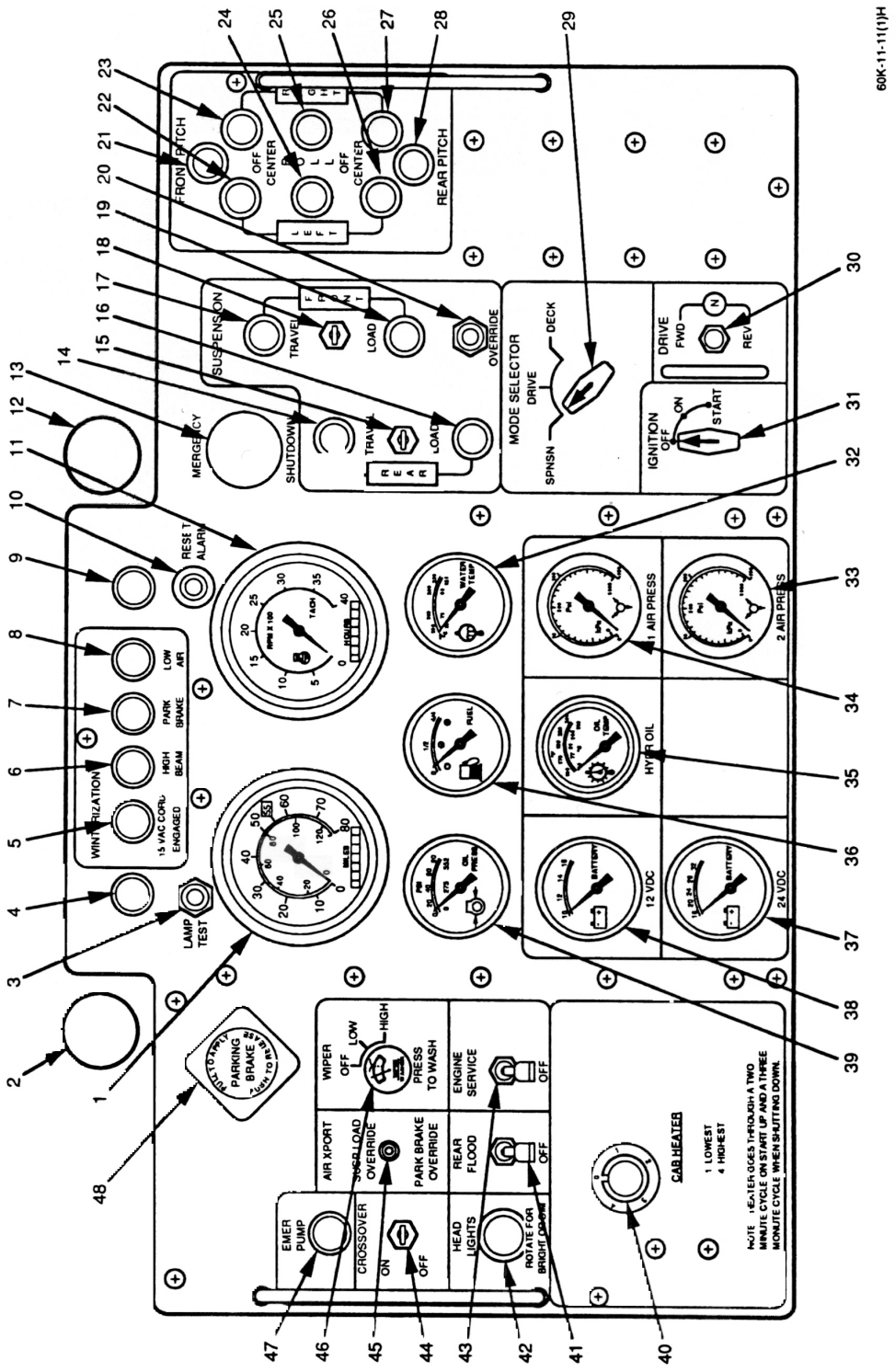
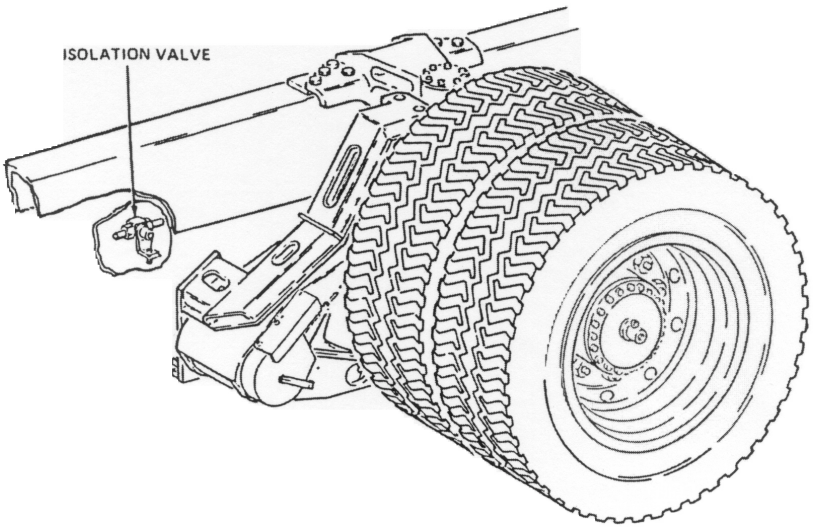


Figure 2-1. Operator Controls, Instruments, and Indicators (Sheet 1 of 2)



In this illustration, the bogie is in the load configuration. In the transport configuration, the suspension and tires are rotated so that the tires are inboard. The isolation valves are in the front of each suspension. The isolation valve depicted is in the open position.

DATA PLATE LOCATED ON HYDRAULIC TANK
REAR LEFT SIDE OF LOADER

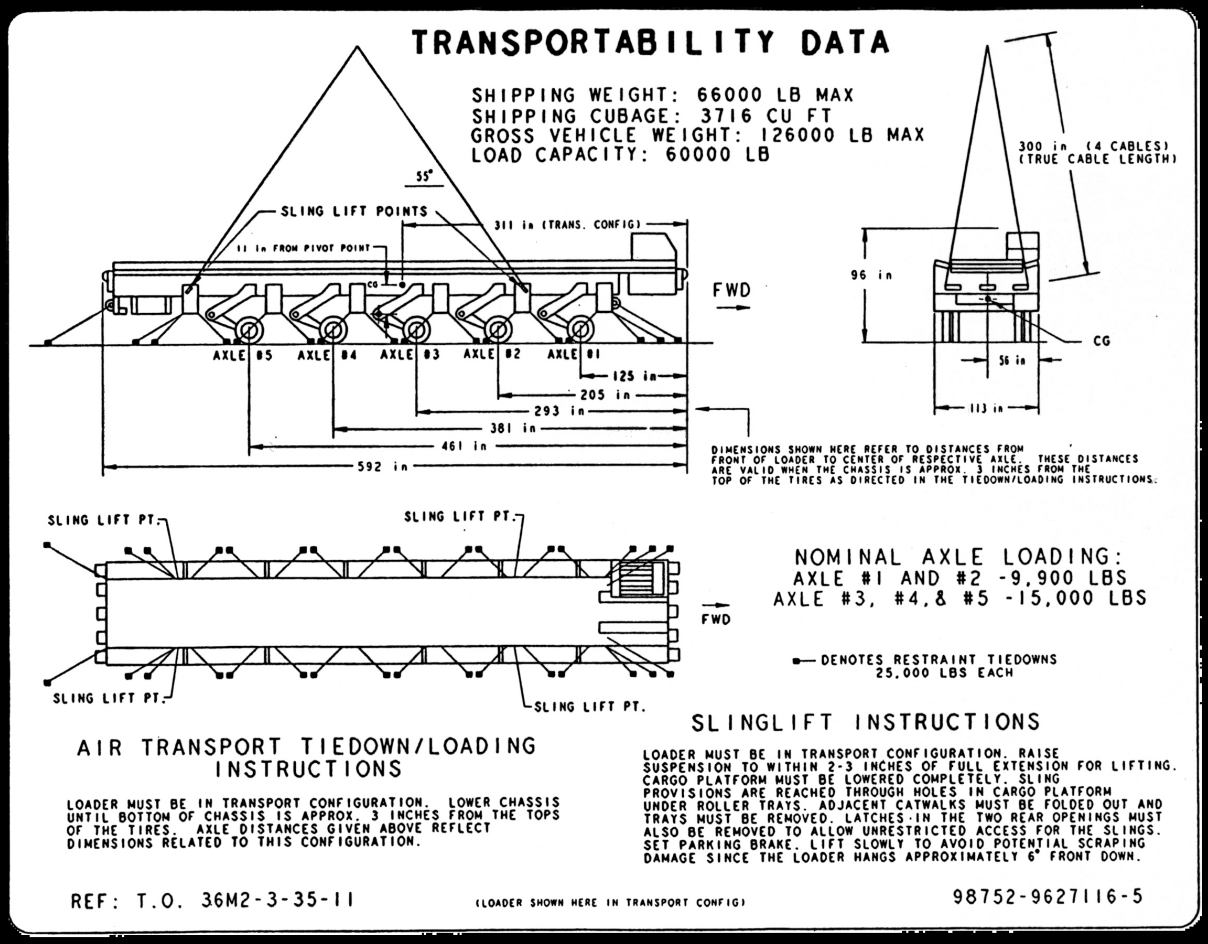


Figure 2-9. Transportability Data

60K-11-25B